

the journal of

March 1978

THE B.M.I.W. CLUB



national officers

PRESIDENT:	George Saunders, 7 Aldborough Court, Chingford Avenue, London E4 Phone 01.524.4394
SECRETARY:	Fred Secker, 13 Naverne Meadows, Woodbridge, Suffolk IP12 1HU Phone Woodbridge 2164
TREASURER:	Richard Appleyard, 31 Kiln Ride, Wokingham, Berkshire RG11 3PN
SOCIAL SEC:	Pete Gowland, 65 Camden Road, London NW1
SPORTS SEC:	Alan E Dean, 139 Haigh Moor Road, Tingley, Wakefield, Yorks.
TOOL HIRE SEC:	K Sanders, 31 Slough Road, Iver Heath, Bucks
PRESS OFFICER:	H Kennard, 31 Hanover House, London NW8
VINTAGE SEC:	John Lowes, Bowbury House, Ashbourne Road, Kirk Langley, Derbyshire. Phone Kirk Langley 334
EDITOR:	Geoff Wilson, 4 Scaur Close, Lazonby, Penrith, Cumbria CA10 1BT Phone Lazonby 584

& section secretaries

NORTHERN:	A Moores, 71 Westwood Street, Accrington, Lancashire BB5 4BL Phone (0254) 392302
YORKSHIRE:	B Cook, 23 Branch Place, Leeds LS12 5PT
MIDLAND:	K Wells, 8 Field Close, Houghton on the Hill, Leicester LE7 9GS Phone 0533 417744
OXFORD:	J Gibbs, 4 Cherwell Park, Old Marston, Oxford. Phone Oxford 722761
WESTERN:	T Fielding, 24 Blethwin Close, Henbury, Westbury-on-Trym, Bristol BS10 7BH Phone Bristol 504487
LONDON:	B Clarke, 51 Sunningdale Road, Cheam, Surrey Phone 01.644.7106
SOUTH EAST:	G Diplock, 19 Mountford Road, Kemsing, Nr Sevenoaks, Kent.
EAST ANGLIAN:	R Gravestock, 390 Dorset Avenue, Gt Baddow, Chelmsford, Essex.

ISSUE 317

MARCH 1978

editorial

What a pocket lining period the last couple of months must have been for the unbend it merchants, a perfect time for doubling braking distances, riding as if your machine hadn't any brakes anyway, and sitting back watching the other idiots whose errors can't be brushed under the carpet on ice and snow.

You always see them, usually in your rear view mirror first, peering through a hole in the ice on their windscreen having set off for work no earlier than normal and the clock waiting to record their arrival. The large red light of a car ahead acts like a light to a moth and the waif homes in on it, having found that sanctuary he can fix his gaze on the light from a distance of about three yards. Shortly his screen defrosts and in a flash and flurry of slush he's past on his way. You're thankful because you are wondering what would have happened as you pulled up at the next junction. In my case, before the next junction that driver had coped with the next motorcycle in a similar manner, except that he hadn't warned the rider of his approach and the shower of slush and ice had brought the chap off his bike. I don't suppose the car driver would even deduce how or why it happened, I tried to tell him. The next day the snow had gone, and with it I suppose any memory of the no physical injury incident. Forgotten perhaps by both parties, whose vehicles indicated them to be casual road users, not professionals.

The second 'casual road user' incident I came across last month involved a middle aged lady in sheepskin jacket, nylon slacks and fur boots who a few seconds prior to my arrival had been astride her step through semi-automatic moped. This time I was the moth and she was the light. From about 400 yards I saw her huddled against the kerb with Saturday lunchtime traffic and pedestrians passing her by; she was



Will Section Social Secretaries please keep Pete Gowland informed of events as they are arranged.

diary of events

where the sections meet

- NORTHERN: Catholic Church Hall, Lowton, Nr Wigan
2 miles east of M6 on south side of A580
- YORKSHIRE: A E Autoparts, Legrams Lane, Bradford
on east side of west circular road
- MIDLAND: Venue varies - see below
- WESTERN: The Caldicot Community Centre, Newport Road
Caldicot, Gwent
- SOUTH EAST The Fountain Inn, Barming, Maidstone, Kent
- LONDON: Spencer Arms, Lower Richmond Road, Putney
- OXFORD: The George Hotel, Littlemore
off A4142 south of Oxford
- EAST ANGLIAN: 'Cricketers', Danbury Common, Chelmsford,
Essex. off A414 Chelmsford / Maldon Road

- MARCH:**
- 8 SOUTH EAST Natter Night
- 12 MIDLAND Meet at Ivan & Betty Breakwell's, 23 Plant Lane, Sawley
Notts 14.00 hrs
- 21 NORTHERN AGM and Meeting Lowton
- 12 WESTERN Police Safety Talk 14.00 hrs
- 14 LONDON Natter Night
- ~~18 YORKSHIRE Works visit to GOM Motorcycles, CANCELLED~~
- 19 LONDON Run to Coalport Chinaworks Museum, Coalport, Telford
Meet at Spencer Arms 10.30 hrs
- 22 SOUTH EAST Natter Night
- 24/27 NATIONAL CARAVAN & CAMPING WEEKEND, WARREN BAY CARAVAN PARK
WATCHET, SOMERSET
- 26 OXFORD Meeting
- 28 LONDON Natter Night
- 30 EAST ANGLIAN Meeting and film night at Rose and Crown, Norwich Rd, Ipswich
- APRIL:**
- 1/2 NORTHERN Social Weekend at YHA, Kirkby Stephen, Cumbria
- 2 NORTHERN Meet at home of Geoff & Jen Wilson, any time after 12.00
- 2 EAST ANGLIAN Run to Duxford Air Museum
- 5 SOUTH EAST Natter Night
- 9 WESTERN Visit to American Museum, Bath. Meet in Globe Pub
- 9 LONDON Treasure Hunt, Meet at Dutchouse Pub at Sidcup, Kent 10.30
- 11 LONDON Natter Night
- 14 WESTERN Trip to Avon Tyre Co, Meet Unicorn Pub in Melksham 19.00
- 16 YORKSHIRE Bowes Museum Car Park 13.30 hrs (Nr Barnard Castle)
- 16 MIDLAND Day run to Stratford upon Avon. Meet by Clock Tower in
Market Place at the east end of Wood Street at 13.30 hrs
(See Section News)
- 19 SOUTH EAST Natter Night
- 22/23 NORTHERN Social Weekend, Llandudno
- 25 LONDON Natter Night
- 26 EAST ANGLIAN Meeting
- 29/1 NATIONAL CAMPING WEEKEND AT HOME OF JIM KENTISH, BISHOPS HILL HOUSE
SWANMORE SOUTHAMPTON
- MAY:**
- 3 SOUTH EAST Natter Night
- 9 LONDON Natter Night
- 12/13 NORTHERN Social Weekend YHA
- 14 NATIONAL BMF RALLY PETERBOROUGH
- 14 EAST ANGLIAN Run to Norfolk Broads

DIARY OF EVENTS CONT.

MAY:	14	WESTERN	Visit BMF Rally
	17	SOUTH EAST	Natter Night
	21	YORKSHIRE	Visit Crichtram Museum, Derbyshire
	23	LONDON	Natter Night
	27/29	NATIONAL	TO BE ARRANGED
	28	OXFORD	Natter
	31	EAST ANGLIAN	Meeting
	31	SOUTH EAST	Natter Night

section newsSOUTH EASTERN NEWS:

From Ruth Verral

Despite appearances to the contrary, the South Eastern Section hasn't really followed the ill-fated 9th Legion into oblivion. We're still alive, and hoping to start kicking with the arrival of longer evenings and better weather.

The preponderance of "Natter Nights" in our Club programme is basically due to the fact that most of our regular attenders have a fair way to travel before arriving at the Club room, and once there are quite happy to relax and just 'natter'.

However, we're sure there must be a lot of you out there who never bother to come and meet what must seem to be a bunch of windbags with no interest in anything but chat. Not so. The Committee certainly are keen riders (even if I do prefer my Morini to Paul's BM - sorry folks) and are very willing to arrange visits or runs to cater for any tastes. But remember, we're a Committee, not a mind-reading act - if you don't tell us, we can't know.

So please come and join us - even a natter is better than nothing for starters. And if you get a brilliant idea for a run but it's raining next Club night and you don't want to get the bike wet, give us a ring - the phone number's West Malling 841648, Paul's Chairman, I'm Treasurer - and we'll be glad to meet you. Hope to see you soon.

- - - - -

Good to hear from you Ruth. I hope you take up the section pen officially; it's a change to have 'news' from a 'fairer sex' member, although I suspect that one or two other section correspondent male chauvenists put their name to the work of their spouses. What a coincidence that just as I was printing the 'dig' at your section as appeared last month you were writing this month's contribution. GW

YORKSHIRE NEWS:

From James Clegg

Sunday 15 January was Alpine Day. Such was the enthusiasm for this annual event that one person who had sold his own bike recently borrowed a friend's so that he could compete. This was done on the understanding that the owner came too. Both arrived back red faced and cold but happy they'd been along.

My wife and I arrived at A E Autoparts at 2 p.m. to get the refreshments, first aid, and local mountain rescue team ready. The weather had unfortunately got better and we feared the run would be easy, but when Alan Wray and sidecar arrived back our rears were soon despatched as we were told of the freezing fog, snow block roads and icy conditions. Alan also brought reports of two people going like the wind on a Honda complete with clip ons; Robert & Hilda Wilson no less.

The mountain rescue team were actually called out along with the Police and RAF Helicopter, but not, thank goodness, to aid one of our members.

The run seemed to be enjoyed by all, though one member did remark that it was a bit easy, so we shall have to try harder next year.

~~Our next event is a works visit to the CCM Motorcycle Factory, Jubilee Works, Vale Street, Bolton. Meet 10.00 a.m.~~ VISIT TO CCM IS NOW CANCELLED

~~From the M62 Intersection take M61 sign then after about a mile take sign A666 Belper South, pull off up sliproad and at Junction/Traffic Lights turn right and follow this road for about 3 miles through various sets of lights until you enter a small length of dual carriageway. On your left you pass a pub called the Bulls Head and a further 100 yds ahead is the Waggon and Horses Pub at which you turn left to the Factory.~~

We still have our British Oak pub nights. Last Tuesday in the month. Turn off M1 at Junction 39. Head for West Bretton. British Oak Pub on left at Dirker.

MIDLAND NEWS:

From Brian Lowry

January's meeting was held at the home of Ken and Margaret Wells in that picturesque little village Houghton-on-the-Hill in Leicestershire. Although I did not attend personally owing to a previous engagement (more bad organisation Lowry), I am assured by those that did, and there were plenty of those, that the Midland Section's usual high standard of catering was upheld thanks to Margaret and Co. Thanks also go to Ian Barkway for giving the now customary film show. My apologies to the people that turned up in the hope of a little chat, leg pulling, or neckwringing but I really did have a valid reason for non-attendance, I went to a Christening, (do I hear cracks about the Long Eaton Godfather?)

April 16 will see the Midland Section converging on Stratford-upon-Avon. For the less well cultured I am informed that somebody called Shakespeare was born there. Did he write Saturday Night and Sunday Morning or the Carpetbaggers? You will have to join us to find out. It is also planned to visit the Motor Museum there, so those interested will need to bring along a few pennies. Admission charges for the museum are Adults 50p, Children 25p (Family tickets comprising of 2 adults and up to 3 children cost just £1). Meet by the Clock Tower in the Market Place which is situated at the east end of Wood Street, Stratford-upon-Avon at 1.30 p.m. I will expect to see all of you day run hecklers there.

NORTHERN NEWS:

From Bill Madeley

We can look back on some grand New Year Parties and being an 'old timer' I can remember them all. Our party this year was one of the best we've ever had. Certainly it was the highest attended, over 80 people turned up for it. It's success was due mostly to the hard work done by the ladies who worked like beavers in the kitchens of homes and the clubroom. I think a special mention should be made of the superb cake baked by Margaret Rigby, it looked so good I refused to cut it!! Too many people contributed to mention them all here, but I would like to single out four of them; Denis Birn who supplied the films, Geoff Roe and John Yates who after untold troubles got the projector for us and lastly the man who more than any other individual was responsible for the party taking place, Tony Moores, with the help of course of Sheila. On behalf of the members who attended Thank you all.

The 1 & 2 April sees us start out on a new venture, Club group Youth Hostelling ('Youth' of course not applying to all of us) at Kirkby Stephen Youth Hostel. The venture is not without its problems, but the effort of each member is needed to make his/her arrangements, either privately or via John Groves or Don Butterworth, for the hostel accommodation. Use it as an excuse to visit Geoff and Jenny Wilson on the Sunday, and see just how far they travel each time they visit the Clubroom.

One of the highlights of our Club social life is the weekend at Llandudno. If you haven't already booked your place, get in touch with John Yates. Numbers are restricted so don't be disappointed. We've had some fabulous weekends there, thank you again to John Yates and I'm sure the next one which is on 22/23 April will be no exception.

This month is of course our AGM, the most important meeting of the year, the time when the future of the section for the following 12 months is virtually decided by the members electing the committee. At the moment, in my opinion at least, the

Northern Section is the epitomy of what motorcycle club life is all about. Club room atmosphere is the window through which the success or failure of the Club can be viewed, ours is the view of nothing but motorcycling pleasure to come. Maybe you disagree, or maybe you would just like a change. Whatever your opinions, this is your opportunity to air them, and to elect the people you want to organise the section for you.

OXFORD NEWS:

From Bob Tucker

Although the weather turned out to be wet and windy, we had a good attendance for the Annual New Year Party. The welcoming cup of tea, brewed as usual by the Doc, a good natter over the splendid assortment of food provided by the Members and everyone was ready for the film show given by the Doc of some of the Section's events over the past few years. It was interesting to look back on past and present members.

Unfortunately Jack Gibbs and his wife Ann could not attend owing to family reasons. Next month is the Section's AGM so please come along and air your views if you have any.

LONDON NEWS:

From Bruce Clarke

Our first meeting of the new year was not at all well attended, perhaps there were still a few sore heads remaining from the New Year's Eve party at Alan Hill's pad, a boozy affair by all accounts.

Wednesday 11th saw about 15 members at the Lyceum Ballroom for 'The night out with the Stars'. The Motorcycle News awards for achievements in all spheres of motor cycle sport. Thanks to Alan for obtaining the tickets and to Patrick and Ann for arriving early and laying across sufficient seats and tables.



Well, I have been to quite a few 'Bring and Buy' sales, but this month's mammoth sale must have been the best ever. I'm sure there was enough gear for another two sales at least. Special thanks to Mike Edwards of Gus Kuhn for giving up an evening and bringing a large number of goods. Our Auctioneer for the sale was as usual Bruce Preston, ably assisted by Eric Rosenthal, in fact it is the only time I've seen Eric run out of voice. Some £300 changed hands in the evening and the Section made a few bob in the process.

Sunday 22 saw Bruce Preston off to Senegal to test the new 500 single and the 1100 four cylinder shaft drive Yamaha machines; I gather they are really good bikes. Unfortunately this was one time our names were not to be confused, pity, I quite fancied an expenses free trip to Africa.

It is with some regret that I learn certain members were unhappy to receive the January Magazine folded. This was mainly my fault for not obtaining the envelopes early enough for Roy and Pat to write out some 900 addresses in the remaining time. Rest assured it will not happen again.

LICKIN 'N STICKIN - 31 March - HOME OF ROY & PAT LAITHWAITE

COPY DATE 1 APRIL FOR MAY MAGAZINE

The views published in the Journal of the BMW Club are those of its correspondents and not necessarily those of the Editor or the BMW Club Committee

Geoff Wilson

takes a

TL

R60/7

to Ireland



You all know the history of Ireland, The Vikings invaded it and founded Dublin and Waterford, the English, under Cromwell, pilaged it and massacred many of its peasants and earlier this century they suffered a famine. What more is there to know? It is not even important as the last air stop before America any longer or noteworthy that transatlantic telephone cables creep ashore at the Dingle peninsula, the most westerly point in Europe.

Hold on through, forget that bit of history you recollect from your youth and brush up on the history made in the last few weeks. Will you be surprised to find that in honouring a manifesto pledge the recently elected Eire Government (from opposition to landslide victorious governing party overnight) have just abolished road tax on all vehicles with less than 2,000 cc capacity. By the bye, they have also abolished (as far as I can gather) domestic property rates. As yet it has not been decided how to maintain the income lost by these concessions.

Now that sort of governing party seems worth voting for, and such an attitude worth experiencing personally, before the petrol prices rise to £1.50 a gallon perhaps to recoup the lost revenue.

All the foregoing I learned after receiving news of a rally of Irish BMW owners, the first ever. Owners from Eire and the North would be there, and there being only fifty odd /5 and onward owners in the Republic and a not overwhelming number in the North it promised to be a really civilised event.

It was not by coincidence that as plans were being formulated the BMW Concessionaires offered us a machine to evaluate for the benefit of the Club. The plan was to pack into five days as much touring cum sight seeing as possible and also include the Irish owners rally, accommodating ourselves under canvas. Our designs dictated the machine best suited to the trip, well let us say they dictated the accessories necessary, as to the bike, that was a question of availability. We would put to the test an R60/7 complete with "TL pack". TL refers to "Luxury Touring" and the package includes high rise handlebars, electric clock and voltmeter, luggage carrier and panniers, rear mud flap, spot lamp, fog lamp, cylinder protection bar and a 'touring international' windscreen. For approximately £400 in excess of the basic bike price there was available an instant long haul tourer. Well, we would soon see.

The thirty hours following our picking up of the 60/7 saw 768 miles beneath its already fairly well worn Metzeler tyres, the machine having clocked 5500 miles exactly prior to the commencement of the visit to our western neighbourland. And that mileage still left us with the desire to savour the delights of real Irish Guinness at the end of our first day in the country where peat bogs make the black elixier

what it is. It was inevitable that I would compare the 60/7 with my own 75/5, and for the 60 owners who hanker for a 75 maybe its good that I do so, but my first impressions were not ones borne of comparison but ones borne of the TL package. As I moved off down Chiswick High Street it soon became apparent that the temptation to make progress in traffic by weaving amongst it could not be avoided as the high rise bars afforded a degree of low speed control enjoyed previously only during my infrequent trialing jaunts although at first I was loathe to enter gaps which with narrow bars would have seemed wide enough with comfort at least I was certain that whither went the bars so would the post and panniers follow, unscathed.

So it was, we proceeded in this sedentary pose as favoured by the Americans straight back and sat on the base of ones spine as our maker intended, and not on ones crutch/. In fact it was not until high rise touring bars were experienced on a BMW that we really noticed how prone the standard riding position really is.

As we made our way towards Staples Corner and the M1 my inability to make 'winker' signals became an embarrassment. On a /5 the switches rotate round a horizontal axis at 90° to the handlebars and on a /7 (as on a stroke 6) the switches rotate on an axis in line with the bars, and my /5 orientated thumb was loathe to change, but change it did eventually. However, I must say that even after nearly 2,000 miles of being convinced that /7 switchgear was pretty good, and I was prepared to believe it, it was put into proper perspective when I returned to my /5 and the relaxed switch operation brought with it. It all boils down to distance of lever pressure point from the fulcrum (turning moment being proportional to pressure applied and lever length). The /5 switches win hands down if pure science dictates our requirements, its another story if neatness is the aim.

My novice like fumbling with the switchgear, a nose that demanded scratching, an inherent fear of BMW pannier lids unlocking themselves and a lazy left hand led to frequent releasing of my grip on the throttle. This in turn led to unqualified cursing of American legislators who deem a throttle friction crew a safety hazard, hence the Bing V53 slide carburettors hauled the throttle grip back against the stop each time my right hand was called to perform other functions. I suspect that our American friends suffer legislation which covers both bikes and cars in one law making paragraph, the beaurocrats not realising that a right foot as used for controlling a car acceleration pedal is rarely called upon to relieve oneself of some irritation or other. It's good to know that a throttle friction screw is available and can be legally fitted in Britain; I recommend it.

It is strange how one nagging point, like the throttle, highlights another. One which BMW seem at least to have realised, the ungrippability of their long time used Magura handlebar rubbers. My solution for a long time now has been to increase the diameter of the throttle grip by wrapping it with old inner tube. I did it on this 60/7 after a couple of hundred miles and found the necessity of constantly holding the throttle far less demanding.

Some time or to this 200 mile modification, carried out at the first fuel stop, I had realised that I was riding with no discomfort at up to 80mph without the use of goggles. That 'TL' screen really worked, but came the first rain and the screen was not protection enough for riding without eye protection, though it did not direct torrents of rain onto my body.

The first 300 miles from London to Carlisle were covered in 4 hours and 20 minutes, this of course included a fuel stop for the bike but not for me, I never got off the machine, a tribute I reckon to the high bars and touring screen. The trip would have taken a few minutes less had I not been un-nerved two or three times by reluctance of the bike to cope with the ruts now so prevalent in the slow lanes of our motorways. Each time they were crossed a slight weave took us off course and caused an instinctive roll off the throttle. Investigations in my own garage showed that the tyres had only 24 psi in them. With 32 psi in the front and 36 in the rear, ruts were to be no problem in the future.

From here on the TL pack would have the opportunity to prove its worth. We left home with 28lbs in each BMW pannier, a three man tent on the carrier frame, an 'elephant boy' tank bag and tank pannier bags up front, something of a mobile home rather than a luxury tourer. The next leg of the trip should have been uneventful and it would have been but for us wrongly assuming that the mileage to Holyhead was no more than 200 miles and the sad fact that a couple of 'all night' petrol pumps in North Wales had been vandalised. I hope the perpetrators of such deeds suffer, as I did, one dark wet night. Of course I am not blameless, and admit to not keeping an eye on the milometer as we ploughed on through driving rain with the one intent of making the Holy head - Dun Laoghaire ferry by 2 a.m. In the event the mileage to Holyhead was 238 and although the bike began spluttering with both petcocks on reserve about 4 miles short of the port, much shaking of the fuel tank and application of well tried fuel economy techniques took us to the ferry gates. From there we pushed, through passport control, and customs, round the port one way system and thankfully down the ramp onto the ferry. I could hardly believe that nowhere on the port was a there a pint of fuel. (To be continued)

editorial continued

another hazard. But then I stopped to help, and as if having relieved everyone else of making the decision a crowd suddenly gathered, at least a dozen. She fainted 'p'ce her in the recovery position' I asked, as I dashed to call an ambulance. I might have asked for the moon. When I returned ll faces were nearly as pale as the victims as all of them tried to support her in assorted positions. She was at last laid down in an approved manner and she responded to the relaxed position. The ambulance arrived and that was the last I saw of her. To relieve you all, the reason for the accident seemed to be that she had shifted suddenly into a low gear and the auto system had packed up, throwing her forward, her face being lacerated as it smashed into the speedometer on the handlebars.

Two isolated incidents, neither serious, but both could have been. With more thought and education (more than is given by any organisation at present) the first need not have happened. If the two inch cut on that lady rider's chin had been in her throat she would have died because of apathy and ignorance.

Think on it. Are you any of that cast? GW

WHAT TO EXPECT AT WATCHET - PETE GOWLAND

Arrangements for the caravan and camping weekend from 24 - 27 March are going well. We have 26 vans at our disposal although to satisfy everyone we could have used 30. The site owner has said that he will turn any cancellations over to us. I'm sorry that some members will be disappointed, but you can still camp. I hope to be running a buffet on the Saturday night at a cost of £2 per head; this figure includes the availability of a large room at the London Inn, Watchet on both Saturday and Sunday nights.

See you there.

Further investigation has shown that the Masterman Alarm System is marketed by MOBYKE ACCESSORIES, P O BOX 69, 93/99 VILLIERS ROAD, LONDON NW2 5QD. It costs £35.95 and can protect bike, top box, panniers, fairing and loose luggage. (See Tim Ravensdale's letter on page 16).



COVER PHOTOGRAPH 'Too hot to move around much'. Club members at the 1977 FIM Rally in south of France. L to R. (Back Row) Janet Wallbank, 'Mac' Hinchcliffe, Steve Trott & Geoff Wilson (in that hat). (Front row) Cynthia & Alan Dean, Jennifer Wilson, Hilda and Robert Wilson. This year's Rally is at Lido Nr Venice, Italy on 14,15,16 June. Entry forms for the Club team are available from Alan Dean (Sport Sec. address page 2). Entries close on the 15 April, and the rally fee is 130 Swiss Francs

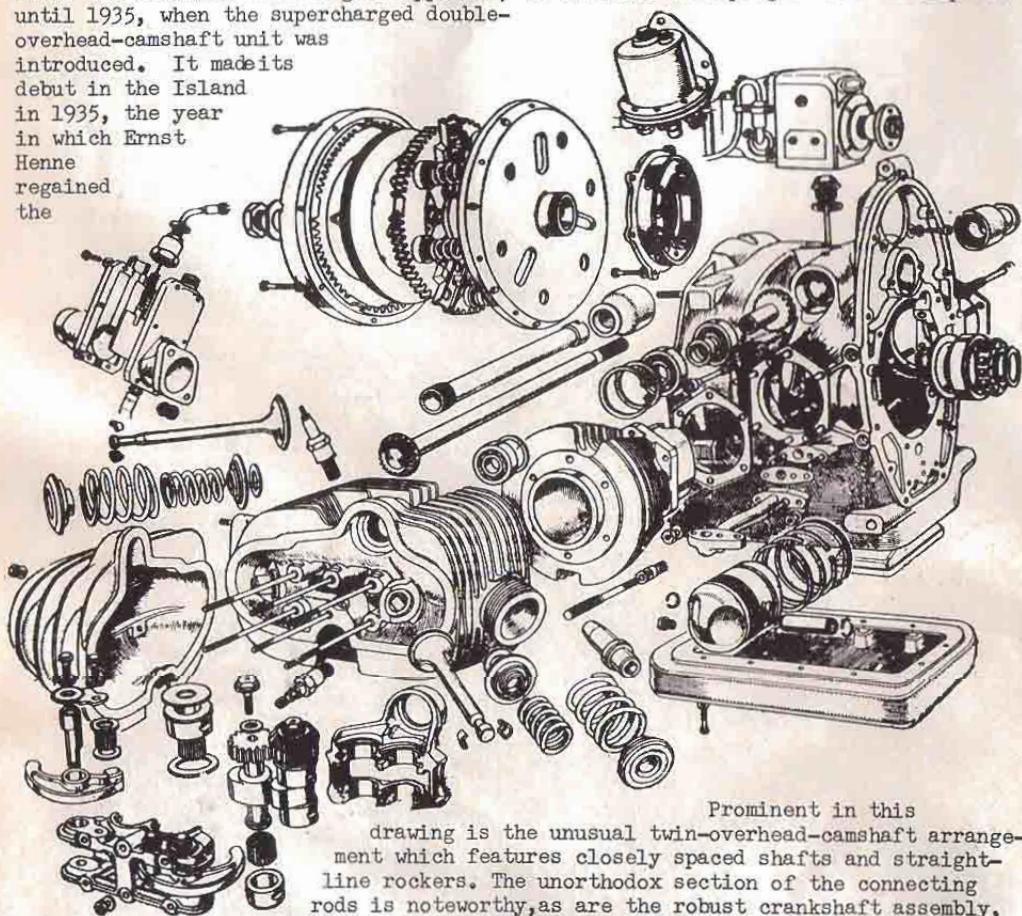
The 492 c.c. B.M.W. Flat Twin

That was a title as it appeared in the 28 July 1955 issue of THE MOTORCYCLE, introducing an article by Alan Baker BSc AMI Mech E which looked at the technology which produced the 1954 engines

The article and illustrations are reproduced by kind permission of Motor Cycle

In 1939, BMWs made Isle of Man history by becoming the first German firm to win the Senior TT; Georg Meier, on the supercharged flat twin, won the race at record speed and Jock West, on a similar machine, was second. Since the war, BMW racing interest has gradually shifted from solos to sidecars and, in 1954, the Noll-Cron team secured the World's Championship in the sidecar class with a BMW outfit. Had Eric Oliver not been eliminated by a mid-season crash, the Championship result might have been different, but the German twin was undoubtedly extremely fast and utterly reliable.

The five-hundred BMW has a lengthy genealogy extending back to 1923, when the first flat twin was built and raced; this ancestor had a side-valve engine. Two years later the overhead valve engine appeared, to continue with progressive development until 1935, when the supercharged double-overhead-camshaft unit was introduced. It made its debut in the Island in 1935, the year in which Ernst Henne regained the



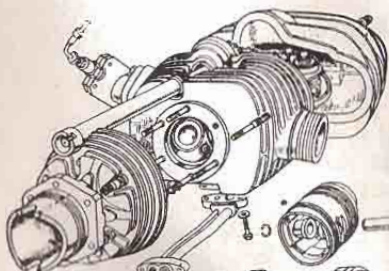
Prominent in this drawing is the unusual twin-overhead-camshaft arrangement which features closely spaced shafts and straight-line rockers. The unorthodox section of the connecting rods is noteworthy, as are the robust crankshaft assembly, the flywheel clutch and four ring pistons.

world's maximum speed record on a streamlined version.

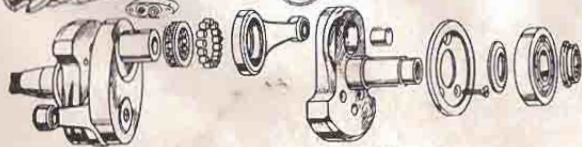
Apart from the absence of a super-charger, the 1954 racing engines are fundamentally very similar to the pre-war units. To that generalisation, however, must be made a very notable qualification, namely, fuel injection which first appeared early in the 1953 racing season and was employed by Walter Zeller in that year's Senior TT. Zeller lay ninth after the first lap but then came off, damaging his machine too seriously to continue.

There have been three stages in the development of the fuel injection; in the case of each cylinder head, at first the injector nozzle was mounted between the throttle slide and inlet port, spraying into the induction tract at an angle. Then came the layout used in the I O M in 1953 in which the injector was mounted in the induction bellmouth, upstream of the throttles and injecting axially. Finally - last season - the nozzle was transferred to the cylinder head opposite the sparking plug. Removal of obstruction from the inlet system improved the cylinder charging appreciably and thus resulted in increased power output.

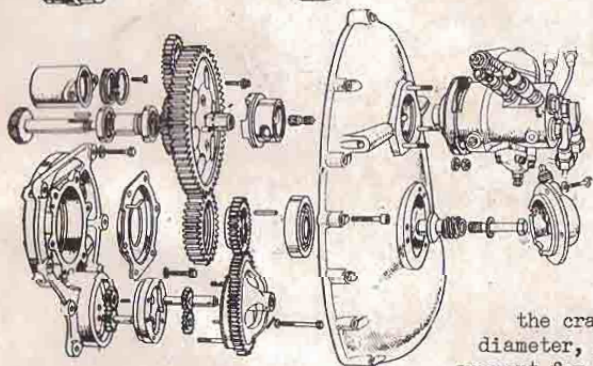
At first sight, the dismantled 1954 BMW factory engine gives the impression of sturdy orthodoxy. While closer examination confirms the impression in many respects it also reveals a number of unexpected features, both of detail and of basic design.



The crankshaft, with its 180 degree throws and 72 mm stroke (bore is 66 mm), is of built-up construction embodying no threads. Mainshafts are hollow and are integral with their crank cheeks which embody balance weights. Each crankpin hole in the elliptical medial web of the shaft has a shallow counterbore on the side of the web adjacent to the respective big end. Radius of the counterbore is greater than that of the end of the web and of the big-end eye, so that the shaft overall length is kept to a minimum.



Like the mainshafts, the hollow crankpins are of 35 mm diameter; one end of each is pressed into the medial web and locked in position by solid, forced-in expander plugs driven in. The plugs at the outer end of the pins differ from those in the inner end in having a small longitudinal hole for big-end lubrication.



The crankshaft runs in three bearings; at the rear is a self-aligning bearing embodying rollers shaped like shortened rugby balls; there is a ball bearing at the front of the crankshaft and another, of smaller diameter, in the front cover as outboard support for the timing pinion.

The one-piece crankcase is an Elektron casting. To obviate any chance of their loosening when hot, the two 35 mm main bearings are pressed into housings separate from the case. Cast iron is used for the forward bearing housing and steel for the rear housing; both have a shallow spigot which is a press fit in the case, and both are secured by longitudinal bolts through the flange and also by four

transverse bolts. The transverse bolts screw in from each side of the crankcase, one co-axial pair above and one below the crank axis.

Embodied in the forward main-bearing housing is the rear wall of the oil pump; the light-alloy body carrying the gears fits into a recess in the housing to which it is bolted. The pump is of the duplex gear type, one section of which feeds the main and big end bearings while the other supplies the cam gear. Oil (SAE 40 viscosity) is taken through a gauze suction filter from a 2.8 litre sump, also of Elektron, bolted to the base of the crankcase and well finned for cooling.

Lubricant for the cam gear flows from the pump through oilways in the crankcase to external pipes which lie below the cylinder barrels; the pipes are flanked by larger diameter pipes through which oil returns to the sump.

Oil from the other pump emerges from each main-bearing housing into a trap secured by screws to the adjacent face of each crank cheek. The trap is basically of disc form but has the periphery turned inward through 180 degrees to form a annular channel. Oil from the bearing housing is centrifuged into the channel; thence it reaches the big end through a hole in the trap wall communicating with the previously mentioned hole in the crankpin plug. Each of the crankpins has twin radial holes and, since they are directed outward, the oil flow has the maximum centrifugal assistance.

The layout minimises internal oilways, which could weaken the crankshaft assembly. It also simplifies building up the shaft because no holes have to be aligned. Furthermore, the traps act as very efficient centrifugal filters, which is why only the gauze suction strainer is needed.

Highly unorthodox is the use of a flat section instead of an 'I' section for the connecting rod body between the big and small ends. The rod is relatively short about 180 per cent of the stroke - and the BMW technicians are unperturbed by any possibility of whip resulting from the absence of flanges. 'I' section rods have been tried but have been found more prone to failure, from fatigue cracks starting at the radius between flange and web. The flat section, which is about $\frac{1}{4}$ in thick has proved entirely satisfactory and is, of course, very easy to polish.

Each big-end bearing comprises 14 rollers of 10 x 7 mm running directly on the crankpin and in the big-end eye; both pin and eye have hardened surfaces. Guiding the rollers is a Duralumin cage, the periphery of which is relieved slightly for the whole width of the roller track. In the bore of the cage the bars are relieved over part of their length to assist the spread of oil, an action which is aided by shallow, radial grooves midway along each side of each bar. The oil holes in the crankpin are so spaced that lubricant is fed to the rubbing faces of the cage bore before reaching the rollers.

Within the gear case on the front of the engine are three pairs of spur gears. A steel gear on the crankshaft drives a light-alloy half-speed gear immediately above it; the gears are lubricated by jet from the front main-bearing housing. Also on the crankshaft is a steel gear meshing with the light-alloy oil-pump driving gear. It has been found necessary to embody a cush-drive in the steel gear to avoid tooth breakage of the light-alloy gear from the loading produced by violent acceleration or deceleration of the crankshaft.

A steel gear on the half-speed shaft meshes with the light-alloy magneto gear; this last has slotted fixing holes for timing adjustments. In front of the half-speed gear and driven therefrom by two pegs is a ported sleeve which runs in the Elektron front cover and serves as a timed breather; at the appropriate time the sleeve ports align with holes in the cover which lead to atmosphere. Within the breather sleeve, and a push fit in the gear centre, lies the coupling for the fuel injection pump drive. The coupling has holes with which engage three pegs projecting from the end of the half-speed shaft and is internally splined at its forward end to receive male splines on the pump-unit shaft. The pump unit is bolted to the outside of the front cover.

Continued next Month

Readers Letters

KLG 6

I am trying to get in touch with the owner of the R50 BMW registration number KLG 6. I hope you might be able to help me as it has a BMW Owners club badge on it.

D Johnstone
59 Redcliffe Road
South Kensington
London SW10.

The Irish Section takes off and they intend proving it

We are now getting around to creating the proposed Irish Section of the BMW Club - and we are in touch with Jack Gibbs. We have told him that we very much appreciate the invitation to the Annual Gymkhana and - at this stage - expect about 10 to come to Southampton from Ireland.

I am doing a circular to all BMW owners (North & South of course) to:

1. Organise the Section
2. Get tentative numbers for Southampton

Paddy and I will definitely organise the Irish Rally in September or October and hope very much as many of you can come over as possible.

Tim Wardell
Co. Kildare

Concerning Recent Letters and Valve Gear

Your anonymous Midland Section correspondent who thinks protective clothing should be compulsory for all motorcyclists I presume must be joking. Or is he?

Perhaps he is one of the band of self-righteous do-gooders, with which we are plagued these days, who always know what's right for everybody else. Surely in a free society an individual has the right to be master of his own destiny, provided he causes no harm to others. Laws should only be made to protect the majority, from the stupidity of minorities, and not the other way around, and most certainly not to protect individuals from themselves.

As regards to saving hospital bills would your correspondent also ban smoking for

instance, since this costs the NHS far more than any injuries resulting from road accidents?

However, down from the soapbox and on to more earthly things, namely, grabbing R75/5 front brakes. I too have similar effects as Mr King, but haven't had the misfortune to hit the deck as a result. I find my own brake grabs violently for the first few applications after the bike has been standing for a while, particularly when the weather is damp. It would probably throw me up the road if I wasn't extremely cautious.

However, when it is warmed up to it's normal working temperature it seems OK, and is certainly very good at high speed but definitely lacks 'feel'. Possibly a different lining material would effect an improvement. If Mr King's brake still grabs when warmed up to it's normal operating temperature I would suggest that the drum may be out of true.

Now for a cry of help of my own. Has anybody found a cure for clattering valve gear on /5 models? My machine sounds like a bag of nuts and bolts. Is it perhaps possible to replace rocker arms and shafts with the /6 versions, which I believe have needle rollers instead of plain floating bushes? If so, would this in fact make any difference.

Congratulations on the continuing high standard of the magazine.

Phil Thomas
High Wycombe

P.S. Just in case anybody should wonder, I don't smoke and have always worn protective clothing whilst motorcycling.

Regulation 28

I refer to the letter from Bob Metson in the January issue of the Journal concerning 'Pipe Drain'.

Having suffered with the same problem with my own R60/5 I was just about to attack, hand drill in hand, when I had second thoughts and decided to refer to the law books.

Under Regulation 28. Motor Vehicles (Construction & Use) Regulations 1973 (as amended)

"Whilst a vehicle is being used on a

road it is an offence to use, or cause or permit to use, so that exhaust gases escape into the air without first passing through the silencer required by this regulation".

Surely with a hole drilled in the exhaust in front of the silencer the points of this regulation would be satisfied this constituting an offence.

A word of warning.

Roger A Carr

Bolton

Roger, Perhaps this is a case for 'What they eye don't see the mind don't grieve over'. Maybe an exhaust system expert could let us know if a good system will in fact draw gas past such a hole in the silencer in its efforts to clear the combustion chamber of gas. If so, the law is not flouted..... GW

Boob of Belle Vue

On walking around the recent Belle Vue Show, Manchester, I spotted a stand retailing waterproof clothes, warm furry underclothes, tools and line drawings of famous motorcycles, such as Triumph Three, the Manx Norton and a few others. One being the BMW R69S, and an excellent drawing it was. The caption read BMW R69S 1956.

I wonder how many people who purchased this picture realise that the R69S wasn't produced until 1960! It had a production run of nine years. When it was redesigned the new breed BMW's were born, the /5 models.

Ian J Barkway
Carlisle

Dave & Charles - Read This

I read with interest Dave Higgs comments on Rainurages and would advise as follows. In 1975, Pete Lodge, R75/5 lwb with Continentals R2 and K111 and myself 1959 R60 with 3.25 and 4.00 x 18 K70s travelled into Paris along many miles of 'Rainurages'. Fun isn't it? The grooves are so close that you cannot guide the bike between them. However, even with both machines loaded to the hilt after visiting the FIM in Poland, we still trapped on at a comfortable 80 mph, the Be-em's 'riding the waves' and with no hint of tank slappers or weaves. Over-taking in or out of the grooved lanes

didn't seem to present any problems, and I think the answer lies in not fighting the bike. Keep a light hold on the handle bars and allow the bike to follow the minute deviations in the road surface. This technique allows the rider to relax and yet retain a finger-light control on the general direction of the machine. Simple isn't it!

Pete now has an R90S with RB2 and K112 Conti's as standard and reports; 'a superb tyre set up at a reasonable price'. My present set up consists of a 3.50 x 18 Metzeler Block C55 and a 4.00 x 18 Continental K112 and I would recommend this combination to any owner of an Earls Fork Be-em as it gives adequate directional stability and a smooth roll-off. Pressures are 24 and 28 psi, rising to 31 psi for carrying pillion passengers. The large rear tyre just fits inside the mguard, and both tyres are reasonably priced. My bike can be ridden virtually hands off most of the time if necessary, which I am sure you will agree is a satisfying state of affairs and a credit to the bike's design.

With regard to Charles King's plight I have found that the tensions of the two springs inside the front twin leading shoe brake are rated differently. Make sure that the springs are fitted to allow the rear actuating arm to operate first which then pulls the front arm on. I assembled my front brake once with the springs back to front and the difference is staggering. Hope the idea works.

Mike Kitchen
Sheffield

Tyre Response (1)

I should like to air my views on the tyre debate currently taking place in the magazine.

My R90/6 came equipped with Metzlers as standard and were found to be satisfactory for 9000 miles on the rear and 11000 on the front. This involved running in and no full throttle work until after 6000 miles but incorporated a 4000 miles round trip to Italy, two up and mercilessly laden. I had several slides on these tyres including one heart stopping monster on the 'Sempione Pass' where the tunnels which channel

water over the road had leaked leaving a pool which I hit at 90 mph.

I replaced the tyres with low profile Metzlers from Brian Anderson. These tyres had a more triangular profile and felt considerably different from the Metzlers previously fitted. I used these tyres on the TT Course with no problems but at this time had fitted 'bverly' heavy springs to my 'underly' damped dampers and this resulted in some hairy cornering. A change of springs helped and I am pleased with these tyres overall. Wet weather and high speed riding causes no problems.

After 6000 miles the rear was worn and Brian did not have a replacement in stock. So I fitted Red Arrows and rode to Germany. Terrible mistake! I had (and no amount of experimenting helped) no confidence in these tyres at all. The machine seemed to over-react to any riding technique. It would plummet down and rocket up and was very hard to feed into a bend. My friend who has an XS 650 Yamaha described the machine as 'Tippy' a word which makes sense if you have experienced it. I rode the bike very hard during this period and after 2500 miles the rear had only 2mm of tread left. I wrote to Dunlops and they sent me a questionnaire but I removed the tyres before I had time to fill it in. My machine is fitted with a Windjammer (fairing) amongst other things and probably this does not help. The bars wobbled at 40 mph, steady at all other speeds including flat out.

Back to the low-profiles, after 400 miles my new Metzeler was wiped out by a Stanley Knife blade. Here I must mention that 'Balance and Seal' stopped the tyre from blowing out and almost succeeded in sealing an inch long gash in the tube. Definitely a good stuff. I never ride without it now.

The only tyres I could obtain at short notice were M38 Michelin front and rear. Only S rated but I won't be going over 112 mph this winter. Brief impressions were favourable. The bike handles and corners well on these tyres, but the back has once 'stepped out' in the wet.

When these are worn out I will try an S41 front and an M45 rear as the bike feels good on these French tyres (made in

England). Lastly a hard-riding R90S comrade 'full throttle Dick' swears by Contis and if they can cope with him they can cope with anyone.

Seems the subject is still open to discussion and I look forward to hearing other viewpoints. I generally ride with 30 psi front and rear, though I have tried other pressures.

Safe riding,

Frank Grassi
Liverpool

Tyre Response (2)

I must write in answer to Ian Barkway's remarks about Dunlop TT100 tyres when fitted to BMW /5 & /6 models.

Although I am a new member of the BMW Club, I have owned an R50/5 for 3½ years and 30,000 miles and an R60/6 for 7000 miles.

The R50/5 had a Metzeler ribbed front and an Avon Safety Mileage on the rear. It wanted to go straight on at bends and took so long to change line it was xxxxxxxx dangerous. This was due to the square SM. The front Metzeler had worn stepped and caused the steering to wobble at low speeds when undamped. It also felt ready to slip away if a loose surface was encountered.

TT100s were fitted and the first impression noticed was the ease of changing line and the much improved low speed handling. I chugged around very happy and played 'racers' on the roundabouts. Then on the way to the 1976 TT I topped 80 mph for the first time with loaded panniers. The bike developed a hinge in the middle and I developed a heart in the mouth. It got to the point where the bike would disintegrate or chuck me over the bars when I thought of stamping on the back brake. This pulled it out. After discussion with some 'all make' friends I was told that when fitting TT 100s there is a spot on the side wall marked TAP, this has to be in line with the valve.

The tyre was refitted correctly and everything was dead stable up to 90 plus and the road holding and wet and loose grip are all I could wish for.

Recently I bought an R60/6 with only 5000 on the clock and the original

metzellers.

I had the low speed wobbles and the loss of grip again also the slow change of line.

I fitted TTLCG's and have ridden at 100+ one handed in the rain whilst wiping my visor with the damper not in use. I also noticed recently that they are good in snow and slush.

As for mileage, the rear will do 10,000 at legal limits and the front 20,000 and no stepping.

The secret is to fit the tyres on the wheels in correct rotation 'arrows on walls' and spot mark TAP at valve.

M Harvey
Oxford Section

PS I would like to add that I'm not a young racer, but a 40 year old father of two, fond of my skin.

Don't Touch

Melvyn Blackburn (letters column - Jan '78 issue) refers to the 'begadged' 'RLOORS' which the press made so much fuss of a few weeks ago, and which I make even more fuss over 'cos I'm the nut who owns it!

It's all quite potty really with cigarette lighter, tea maker, accelerometer, brakemeter, lid-to-lid walkie talkie, (I don't like screaming over my shoulder at pillion perchers), radio tape recorder, public address system (for addressing public wot cut me up) and so on.

But, on the serious side, it does have what I think can only be described as the finest motorcycle alarm ever designed. Which comes to Melvyn's question. Yes, the alarm is on the market (or will be by the time you read this). It's the brainchild of electronics wizard Ray Masterman, a motorcycle fanatic whose interest in motorcycle fanatism exceeds his business interest in the too rare case of 'bikes before breakfast'. His idea is to make motorcycling safe and interesting whether he gets rich or starves in the process. The result is an alarm which I personally think costs more to make than it's worth for! (About 40 quid I think).

My personal alarm does everything except scratch my arm. It calls quietly if someone touches something, like the brake lever;; screams yer earoles off if the toucher is persistent, and gives me a twink on the radio (when I'm abroad where radio laws are less silly, than they are here) if skullduggery is afoot. (We can even record the conversation of thieves and then track them along their nefarious route if they do manage to cart off the model in a van with its 'screamer' going!)

The standard model alarm, however, is a bit less exotic and any interference with an alarmed bike is quickly brought to the attention of a would be thief and to the owner. It's so good I believe BMW are considering putting one on all their machines but I don't know the outcome. By the way I don't work for Ray Masterman, I just think his alarm is bloody good. He is now working on a 'talking helmet' and an 'antibrake lock' so don't blame me if he's already on his way to new things.

Dr T Ravensdale, London

Don't you think motorcycling is pretty safe now and certainly interesting? GW (See Page 9 for more details)

The bike not to be tampered with



Dick Fuller does some reminiscing

Bruce Preston's recollections in the June Newsletter, especially concerning Herbert Kennard and road tri als, sent my mind back to the days when then Social Secretary Ian Measures (at present in Saudi Arabia) got me interested in these entertaining events. After a number of abortive attempts with various navigators, our enthusiasm exceeded only by our ineptitude, I was introduced to Herbert; he was looking for a rider to navigate for, and I for a navigator. Herbert is one of motorcycling's characters. He has eloquence and breeding, a very important job, speaks several languages fluently, and is as well read and knowledgeable as anyone I've ever met - except about things mechanical. By his own admission he would scarcely know a wimbrel shaft if he saw one.

Our first effort as a team was the Travellers' Trial of 1969, a night event. My R60 was indisposed so we used Herbert's R27, which was not without its difficulties. Herbert is no stripling, he probably weighs twice as much as I do, and the R27 featured an inverted handlebar which suited Herbert's large frame fine but didn't help me much. The machine also had a speedo calibrated in kph, but Bruce lent us an R60 speedo which, naturally, had the wrong gearing. I well remember seeing an indicated 75 mph going up the Sevenoaks by-pass on our way to the start. When we checked the mileometer we found that it indicated four miles for every three actual miles; and of course it had no tenths reading.

The navigation itself was an education. Even before we set off Herbert had traced the first stage of the route on one of his disreputably battered one-inch maps, and knew exactly where we were going. We wobbled through the country lanes of the late evening, Herbert sitting well back like a giant rudder, dextrously manipulating maps, route cards, speed tables, watches, with the nonchalance of a tycoon at his desk. Route instructions were passed to the bewildered rider three at a time, along with such information as, "In 250 yards there's a sharp bend to the left, a short uphill for 60 yards, then a gentle bend to the right", and, "Just along here on the left is the site of one of the earliest iron ore mines, dating from Elizabethan time.....", followed by a thorough historical dissertation on the subject. In between whiles he would casually mention that this next house on the right belonged to Sir Frederick So and so or enjoin me to take a look at this especially pretty garden just round the next bend, and occasionally interject that half a mile down this lane was one of his favourite blackberrying or bluebelling spots. We carried on like this for several hours, somehow finding time to check and adjust our average speed as necessary, hindered rather than helped by our enthusiastic instrument, completing the trial with the loss of two marks or something equally ridiculous and won the event outright. I don't think I'd ever scored less than three figures until then, if I hadn't got lost and retired first.



I still have the little silver cup which Herbert won for me that night, along with a number of others gained in the two years we trialled as a team. I think Herbert had a few moments of disquiet during the trips to and from road trials, especially on the night ones, on the R60. I was inclined to ride with youthful exuberance as I tried to try to catch up to next week, especially after a few hours crawling around at a set (slow) speed, and rapid night riding was a speciality of mine. He never said anything, but occasionally I sensed a certain unease at the stern.

That reminds me of the time I took Ian Measures to a BMF meeting at Teddington Service area on the M1. It was a filthy day, black clouds disgorging a steady,

depressing downpour. I was only going for the ride, Ian was going for the meeting. The R60 would only do 80 mph going up the motorway, and Ian, being somewhat taller than I, found his head sticking well out into the breeze and had a most uncomfortable ride. We arrived about ten minutes before the meeting finished, which was fine by me as I was keen to get on with the motorcycling. We headed back towards London in company with several other Club members on 69's and 69S's, and Rob Warren on his Honda 750. It was soon obvious why the BM had lost a few bhp on the way up, as we now had a howling tail-wind. The speeds built up until we were all doing around 95 mph, but one by one the lads dropped back as the lashing rain took its toll, and the R60 took the lead. Snug and warm behind the fairing, I eased up to a steady 105 mph, quite oblivious to poor old Ian cowering on the pillion trying to stop the rain forcing its way under his helmet. John Collinson, trying to catch up to the main group, was nabbed by the fuzz for doing ninety-five. At our speed it didn't take long to reach Mill Hill for which Ian was duly thankful, and I sad - the BM was running so beautifully,

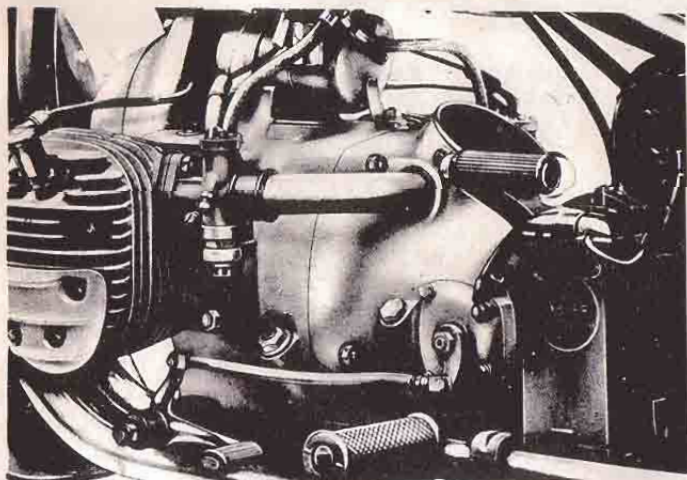
Funny how many people refuse to believe that a perfectly standard R60 can reach and hold speeds very close to the 'ton'. I thought mine used to knock on quite well until I tried riding cross-county with Barry Wilson, also on a 60. For all I know he may, like me, still have the same bike. Anyway, it's was one hell of a scratch just to keep Barry in sight, though it was usually possible to catch him when one of his valves dropped in, as they did with monotonous regularity. Now that bloke could ride hard. I remember the time he fitted a new speedo in September, and by the following June it had 29,000 miles on it.

Personally I was chuffed the time I was with a group of riders and one, whom I had not met before, was recounting an incident which happened on the way to the Buffalo Rally at Aliwal North in '73. There they were, he explained, a crowd of half-a-dozen or so all on Honda 750's doing a steady 150 kph (93 mph) on those long straight Free State road, when this dusty old BMW swept past, two-up and fully laden, with just a swish of tyres, I could not resist pointing towards the R60 parked outside, with the comment, "Do you recognise the machine?"

Anyway, to get back to where I came in, if Bruce Preston'd daughter is nearly twenty I must be getting old, **fast!** Reminiscences are supposed to be a sign of old age, too, so I'd better pack in this writing lark and go for a ride on the BMW to recapture that youthful exuberance I mentioned about five pages back, and leave the reminiscing to the real old men of the Club like Bruce!

KINEMATIC ?!

Compare this picture with the one at the top of Page 16 in last month's magazine. The R80/7 isn't the first BMW to have a linked gear shift mechanism on the foot lever. The R5 of 1936 had a similar mechanism to that illustrated here on the 596 cc R6 side valve machine of 1937. We are not sure that this mechanism was used for the full production run of the machines. The R6 produced 18 hp at 4800 rpm and had a compression of 6.0:1, the engine being housed in the same frame as the ohv R5 unit.



mutual aid

We have had an enquiry from an enthusiast in Portugal who has recently acquired a 1938 R12 in an incomplete state. He's missing an air cleaner, front mudguard, head light unit, front suspension covers, knee grips, seat, silencers, tail light hinged piece of rear mudguard, and handlebars with levers. He would also like a workshop manual.

John Lawes our Vintage Secretary is helping all he can. Anyone else who can be of assistance please let John Lawes know, he will pass it on (John's address in on Page 2)

25% OFF normal retail price for watch repairs. Ray Brown, a member from the Isle of Wight is a professional watch repairer and will deal with repairs by post. Contact him at 3 Louis Road, Lake, Isle of Wight. Tel: Sandown 4229 between 09.00 and 22.30 hrs. If you have problems obtaining batteries for your digital watch he may be able to help you. All repairs carry a normal guarantee.

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FOR /5 /6 /7

Speed rated to 112 mph	Speed rated to 130 mph
325 S - 19 £14 . 00	325 H - 19 £16 . 00
400 S - 18 £17 . 00	400 H - 18 £20 . 00

Post & Package £1.25 for 1 tyre. £2.00 for 2 tyres. Apply to Peter Hodgson, Jet Tyres, Haycliffe Lane Mills, Wibsey, Bradford. Tel 74088 (work) 59801 (night)

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	100/90 H 19 Rille 16					£18.00 + VAT 8%
	120/90 H 18 Block C88A Touring Speed					£20.00 + VAT 8%
	325 S 29 Block C5 (for greater grip & wear)					£15.00 + VAT 8%
	325 S 19 Rille 12					£14.00 + VAT 8%
	325 H 19 Rille 12					£16.00 + VAT 8%
	325 H 19 Block C5					£17.00 + VAT 8%
	400 S 18 Block C66 Touring Special					£17.00 + VAT 8%
	400 H 18 Block C66 Touring Special					£19.00 + VAT 8%

Post & Package £1.20 per front tyre. £1.40 per rear tyre. Brian Anderson, 150 Fleetwood Road, Dollis Hill, London NW10 Tel: 01 452 2426 (evenings/weekends)

CLUB REGALIA CLUB REGALIA CLUB REGALIA CLUB REGALIA CLUB REGALIA CLUB REGALI

Chrome Plated Machine Badge	£2.25	Enamel Lapel Badge	.50p
Waterproof Cloth Badge	.80p	Adhesive Helmet Badge	.20p

Available from Richard Appleyard, National Treasurer, (address on Page Two), or at the Club Rooms from Section Secretaries

FOR SALE: P Reg. R75/6. Handlebar fairing, Krauser crash bars, Signia panniers new battery plus parts 13,000 miles Reluctant sale (for house deposit) £,350. Apply to Andy Finch, 12 Royston Court, Belle Walk, Moseley, Birmingham B13 9YN 021 449 0398

FOR SALE: New Stock Bosch W260T2 spark plugs for /2 models (long reach) £1 per pair inclusive. Apply to Ian Barkway, Pleasant View, Back Street, Cotehill Carlisle CA4 0DR Also W240 T2 plugs.

HELP THE EDITOR WITH AN ARTICLE - You have all seen how it's done having read the series on Tyres. The next member participation feature will hopefully be on 'Motorcycle Luggage Carrying Equipment'. Please write to the Editor with your likes and dislikes concerning the topic.



news
from
the **BMF**

This year's BMF Rally is to be held at the East of England Showground, Peterborough on 14 May. BMF member club members will be allowed to camp on the showground on the Saturday night (at some cost). Another excuse for us to get together and help Bruce Clarke make this year's Club special effort really special.

John Groves is still amusing us with his magazine illustrations. Thanks John.

mutual aid

FOR SALE: Only a few left .. the superb Tragonic silicon rectified, solid state 1½ amp fused Battery Charger as mentioned in December Journal. At cost £3.50 inc p & p. /6 headlamp reflector. Just purchased but now no longer wanted. £9 inc p & p

25 ampere hour Varta battery, used but still very much alive and has given no indication of trouble. Any offers? Must be collected. Eurodesign rear carrier (black pastic coated) for /6 used. £10. Must be collected Complete with genuine leather panniers £38. Apply to Ray Swann, 15 Ascham Road Bournemouth BH8 8LY

FOR SALE: R60/7 Oct 76. £1,500 Blue metallic, 11,000 miles. BMW International Screen, Krauser matt black crashbars, hazard warning lights, front fork and round rear reflectors, electric clock, rear mud flap and complete with emergency bulb kit Standard BMW tool kit, pump, puncture outfit and service/owners manuals. Regularly serviced by Tintern Garage. Well looked after machine in very good condition. Taxed until September 78. Recently fitted with new Continental RB2 and K112 tyres. Apply to Trevor Harper, 60 Wildmoor Lane, Catshill, Bromsgrove, Worcs. Tel. Bromsgrove 71659

FOR SALE: Ladies Hide Jacket 34" bust, cross over style by Highwayman, excellent condition £40. Pair ladies leather boots size 7, black, Rivetts Ace, hardly worn £10. Pair men's leather boots size 10 - Rivetts Enduro, very sturdy boot worn few times only £10. Apply to Brian Day, 22 Trevor Road, Hitchin, Herts.

FOR SALE: R90S 1976 P RegDaytona Orange Krauser equipment includes rack, crash bars and 35 litre panniers. 11,000 miles, as new. £1595. Apply to Bill Parkinson, 7 Kingsway, Cleethorpes, S. Humbershire. Tel 0472 64224

FOR SALE: For Earls fork model; rear hinged mudguard with wiring £5. Headlamp shell £5. Front mudguard brace £2. Apply to Mike Kitchen, 18 Handsworth Crescent Sheffield S94PB. Tel 443694

WANTED: Complete kick start assembly to suit 1976 R90/6 or any of necessary parts Must be perfect condition. Also left rocker cover for same and large Krauser panniers with or without frames. Apply to Frank-Grassi, 17 Cooper Avenue South, Liverpool. L19 3PW Tel 051 428 1825 (day) or 051 427 2666 (evening). (Frank, both rocker cover, left or right, are identical GW)

WANTED: Speedometer for R50/5. Apply to Mike Leader, 25 Graymar Road, Little Hulton, Worsley, Manchester Phone 061 799 6319

WANTED 8.5 gallon (or similar) fuel tank to fit /2. Will pay cash or swap 5 gal. /5 tank with cash balance. Apply to Jim Riley, Sunnyside, Church Street, Offenham, Nr Evesham, Worcs.

WANTED: For 90S Krauser or BMW Panniers and frames also rear carrier and right hand black mirror complete. Apply to Bert Hardwick, 54 Sellwood Road, Abingdon Oxon or Tel Abingdon 21424

WANTED 8 - 9 gallon Hoske or Heinrich tank to fit /6, /7. Will exchange /7 tank. Also wanted final drive unit 32/11 ratio will exchange R100RS 33/11 unit. Apply to Kidge Elder, 36 High Street, Sturry, Kent. Tel Canterbury 711360 (day) 62639 (after 7 p.m.)

EXCHANGE: BMW flat twin car engine, new and complete for pre 1955 motorcycle parts in good condition, rough complete or near complete bike or offers. Apply to John Lawes, Bowbury House, Kirk Langley, Derbys DE6 4NJ Phone 033 124 334

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